

CLUB
Per Dozen ... \$12.00
F.O.S.
Per Dozen ... 15.00
The Best Whiskies at the Price
on the Market.
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

No. 13,572 號式十柒百伍千叁萬壹第 日十叁月柒年柒十二緒光

LONG. THURSDAY, SEPTEMBER 12TH, 1901

肆拜禮 號式十月玖年壹零百九千壹英港香

PRICE, \$2½ PER MONTH

CHAMPAGNE

JULES MUMM

PER CASE. PINTS, \$50; QUARTS, \$48.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blood
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.30 p.m. ... Every 10 minutes.
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CABES.
SUNDAYS.

Extra cars at 8.30 a.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 88 & 90 Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1901.

[a908]

VICTORIA

C Y C L E

E M P O R I U M .

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKEEY & CO.
43 & 48A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

[a948]

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.

\$5.50 per Cask of 275 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901.

[a444]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPIERS.

Ship only the Finest Quality
Extra Dry (Green Seal).

LAUTS, WEGENER & CO.,
Sole Agents.

Hongkong, 17th May, 1895.

[a271]

LANE, CRAWFORD & CO.
HAVE JUST RECEIVED THEIR
FIRST SEASON'S CONSIGNMENT
OF
FRENCH ISIGNY BUTTER.

ABSOLUTELY THE BEST AND FINEST THAT IS IMPORTED.

NO OTHER BUTTER CAN COMPARE WITH THIS.

PRICES:

Per 1 lb tin ... 80 cents. Per 2 lb tin ... \$1.50

LANE, CRAWFORD & CO. [a38]

WATKINS'



BRAND

CROWN

REFINED WATERS.

DELICIOUS IN FLAVOUR AND ABSOLUTELY PURE.

SOLE MAKERS OF CHINCHONA TONIC & CLARADE.

WATKINS, LIMITED,
66, QUEEN'S ROAD CENTRAL. [a43]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassall

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY.—

THE "PALL MALL"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY.

\$10.75 PER DOZ.

Very soft, palatable, and mature.

BENEDICTINE LIQUEUR—

D.O.M..

\$39.75 PER DOZ.

EVE RY BODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a47]

GEO. YOUNGER. ALLOA.
INDIA PALE ALE.

A LIGHT AND THOROUGHLY SOUND BITTER BEER.

PER 4 DOZ. QUARTS ... \$11.00
PINTS ... 14.00

Telephone No. 75. ALSO IN HOGSEADS, KILDERKINS, FIRKINS, AND 4
GALLONS.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, WINE AND SPIRIT MERCHANTS. [a40]

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR

INDIGESTION, DYSPEPSIA, FLATULENCY

AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY. [a39]

PHOTOGRAPHIC PLATES, PAPERS

AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a44]

KELLY & WALSH, LTD.

A MANUAL OF YACHT AND BOAT SAILING, by Dixon Kemp. \$15.00

YACHT ARCHITECTURE: A TREATISE ON THE LAWS WHICH GOVERN THE

RESISTANCE OF BODIES MOVING

IN THE WATER—Propulsion by

Steam and Sail—Yacht Designing—

Yacht Building, by Dixon Kemp. 26.00

THE HORSE IN THE STABLE AND THE

FIELD, by J. H. Walsh, F.R.C.S. 13.00

ENGINEERING: A RECORD OF HORSES

AND COACHES, by Charles Richardson

RIDING AND HUNTING, by M. H. Hayes, F.R.C.S. 9.00

AMONG HORSES IN RUSSIA, by M. H. Hayes. 7.00

STABLE MANAGEMENT AND EXERCISE: A

BOOK FOR HORSE OWNERS AND

STUDENTS, by M. H. Hayes. 7.50

YOUNG RACEHORSES: SUGGESTIONS

FOR REARING, by Sir W. Gilby. 1.50

PRACTICAL WILD FOWLING, by Hy. Sharp. 7.50

THE PARTRIDGE, by A. Stuart-Wortley and Others. 3.50

THE GROUSE, by A. Stuart-Wortley and Others. 3.50

THE SPORT OF KITES, by W. S. Dixon. 3.50

DOGS FOR HOT CHASES, by Vere Shaw and M. H. Hayes. 3.50

THE BOOK OF GOLF AND GOLFERS, by H. G. Hutchinson. 5.00

CROQUET, by L. B. Williams. 3.00

THE TRAINING OF THE BODY FOR GAMES, ATHLETICS, &c., by F. A. Schmidt and E. H. Miles. 4.50

BOXING: THE MODERN SYSTEM OF GLOVE FIGHTING, by Capt. W. Edgeworth-Johnstone. 1.75

HELLSPONGE ON BRIDGE. 3.00

SPORT AND TRAVEL: EAST AND WEST, by F. C. Salom. 7.50

SPORTING MEMOIRS OF SIR CLAUDE C. DE CREEFION, Edited by G. A. B. Dower. 4.00

SANDOW'S OWN COMBINED DEVELOPERS. PHYSICAL CULTURE AT HOME. Price ... 88.00. [a36]

INSURANCE

THE STANDARD LIFE OFFICE.

IT is an advantage to effect Assurance early in Life. By delay the rate of premium increases. Death may occur before this provision is effected, on Health may fail and render the life ineligible for Assurance.

For Rates and Particulars of various Schemes, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 12th February, 1901. [a-1642]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric

INTIMATION.

A. S. WATSON & CO.,
LIMITED.
WINE MERCHANTS.
ESTABLISHED 1841.

CLARETS.

	Per Case	Per Case	Per Doz. Qu.	Per Doz. Pts.
ST. ESTEPHE	\$6.96	\$7.56		
ST. JULIEN	9.60	9.60		
LA ROSE	12.96	13.92		
CHATEAU HAUT BRION LARRIVET	48.60	19.20		
CHATEAU MOUTON DARMAILHACQ	21.00	22.20		
CHATEAU PONTET CARNET	25.00			
CHATEAU LA TOUR CARNET	30.00			
CHATEAU RAUZAN	42.00			
CHATEAU LAFITE	48.00			

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET,
CHATEAU RAUZAN and CHATEAU
LAFITE are commended to the notice of
Connoisseurs as high-class after-dinner
Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

BIRTH.
On the 11th September, at the Peak Hospital, the wife of J. SCOTT HARSTON, of a daughter (stillborn).

DEATHS.

On the 4th September, at 9 p.m., at 18, Quinsay Road, Shanghai, ALICE SCUDDEY PARKER, aged 49 years.

On the 5th September, at Choofoo, LYDIA FAY LOUREIRO, the wife of John FOWER, United States Consul, aged 32 years.

On the 7th September, at 6 p.m., at Shanghai, AELIAS MARCELLUS BISER, Coast Inspector and Harbour Master, aged 60 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VIEUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 12th September, 1901.

In spite of the fact that at least one powerful Filipino general, to wit MALVAR, is still able to defy the United States arms, though hotly pursued, the settlement of the Philippines seems almost carried out. The guerrilla warfare is carried on by the Filipinos still in arms only with great difficulty, even in remote parts of the archipelago. Judging from the most recent reports, the mass of the inhabitants appear to have reconciled themselves to United States supremacy. The account given by our Manila correspondent of the meeting of the Commission in the session-hall of the Ayuntamiento on the 2nd inst. gives an insight into the attitude of a large section at least of the Filipinos. Señor TAVERA voiced the opinion of these when he prophesied the approach of the day when Filipinos would enter the legislative body of the islands and public elections would be possible. The appointment of the three Filipino members to the Commission was undoubtedly a most politic step on the part of the United States Government and has apparently succeeded in convincing all but the "irreconcilables" that American promises are to be believed and that the islanders will ultimately obtain a fair share of self-government, which will not only be better than Spanish rule, but also than that independence for which they have fought so stubbornly. The more intelligent section of the Filipino community has no doubt become convinced of the difficulty of combining in one autonomous republic the diverse hostile races which make up the population of the Philippines. The rule of a stronger people at least prevents to a large extent internal struggles for supremacy, which in its absence would certainly prevail. The peaceful element must recognise in the authority now in possession of the islands a guarantee of the continuance of peace, which at the moment will appear in to-morrow's issue.

The young Spanish woman who was stabbed by a Filipino in a house in Upper Albert Road on Monday was stabbed three times in the abdomen, but only one of the wounds is serious. The weapon used was an ordinary pocket knife, with a blade about two inches long. Yesterday she was visited at the Government Civil Hospital by a representative of the police, and her depositions were taken. Her assailant is also in the Civil Hospital and is recovering from the effects of the superficial wound in the side.

At the Supreme Court yesterday, in the action by Leung Kun Yau, alias Leung A Su, against the Hon. F. H. May, C.M.G., Captain Superintendent of Police, for damages of £100 (reduced to \$1,000 for purpose of jurisdiction) on the ground of the defendant's refusal to deliver to the plaintiff's solicitors, upon demand, a copy of the warrant whereunder the plaintiff was detained in the custody of the police pending banishment. His Honour T. Scercombe Smith gave judgment for the defendant, with costs. An application by Mr. Sharp, barrister-at-law, who represented the plaintiff, that no order for costs be made on the ground that the defendant by his action had brought about the whole trouble, will be heard in chamber at noon to-morrow. A full report of the judge's decision will appear in to-morrow's issue.

of the continuance of peace, which at the moment will appear in to-morrow's issue.

same time does not call on them to abandon lawful aspirations toward freedom. Governor Taft in his address to the Commission on the 2nd inst. announced the intention of the United States President to form a government in which "the Filipino element shall be enabled to speak of the desires of the Filipino people, their local aspirations, and their necessities." The Filipinos, it is hoped, will acquire the taste for American institutions, customs, and laws. The experiment is a highly interesting one, and the success of the United States in their novel task will be closely watched. Much may depend upon the way in which the States take to colonial government and the Filipinos adapt themselves to the new conditions. A total failure could not but modify the expansive tendencies at present flourishing in the United States. Governor Taft, it will have been seen, is sanguine. "If we are as much more encouraged one year hence," he declared, "as we are now, when compared with the time when we began our work, we shall be assured of the success of our efforts."

Much of the question of American success or failure will be due to the men who are employed by the United States to perform the necessary duties of government. Unfortunately under the army regime the number of scandals and charges of corruption, many true, tended to lower American prestige in the Islands. For this reason, it is all the more necessary for the civil officials to be honourable and upright; whereby the final pacification of the Philippine group may be absolutely carried out. What attitude the remaining members of the irreconcilable party may adopt it is impossible to say. They are reduced seemingly to silence, and beyond remarks from time to time in the American papers about the "Junta," we should hardly know of its existence. It looks as if they were beginning to repent of not having accepted the opportunity offered them by the amnesty. If this is not so, at any rate they have but a poor cause left, though like ex-President KRUEGER they are not destined of a comfortable income, which cannot be touched by their enemies. AGUINALDO has adopted at last the alternative of submission, leaving behind him the career of a patriot, which is only comfortable for those in exile. His former comrades must ultimately make up their minds in which of the three possible classes they will be—outlaws, exiles, or American citizens. There is little to be said for the advantages of the first-named class at the present moment, according to latest news of military affairs in the Philippines.

A case of considerable interest and of importance to the residents in the British concession of Tientsin was heard at the Supreme Court on the 30th ult., when Mr. Buchan, a well-known and respected resident, was charged at the instance of the German military authorities with assault. The charge was that he "did on the 27th July last unlawfully assault a German orderly named Paul Burger by striking him with a fly-flap." The evidence showed that the German was cycling on the right-hand side, in face of all the traffic of the town. It was admitted, however, that Mr. Buchan (who was riding a restive pony) flicked Burger with the fly-whisk, constituting a technical assault, and a fine of \$3 including costs was imposed.

The German Mail of the 9th ult. was delivered in London on the 10th inst.

No more plague cases or deaths were reported during the 24 hours ending at noon yesterday.

The Indian temple at Happy Valley, called the Siri Guru Singh Sahib, is fast assuming shape, and of the two stories which it will consist of one is almost completed.

H.M.S. *Iota* came out of dock yesterday. She has been repainted, and in her new coat of black above and greyish white below, with black funnels, looks quite a different vessel.

The appeal against the decision in the action for breach of warranty and authority brought by Luk Lai Cho, merchant, 32, Bonham Strand, against Messrs. Kinghorn and Macdonald, marine engineers, Beaconsfield Arcade, in which judgment was given for the plaintiff, with costs, will be heard on Monday at the Supreme Court.

A fire occurred in a tailor's shop in Upper Lasca Row between eleven and twelve o'clock on Tuesday night, and did damage to the extent of about \$500. The premises, strange to say, were not insured. The capsizing of a kerosene lamp is said to be the cause of the outbreak. The Fire Brigade, under Acting Deputy Superintendent Mackie, attended, and prevented the flames from spreading. The second and third floors were gutted, however, before the fire was extinguished.

The young Spanish woman who was stabbed by a Filipino in a house in Upper Albert Road on Monday was stabbed three times in the abdomen, but only one of the wounds is serious. The weapon used was an ordinary pocket knife, with a blade about two inches long. Yesterday she was visited at the Government Civil Hospital by a representative of the police, and her depositions were taken. Her assailant is also in the Civil Hospital and is recovering from the effects of the superficial wound in the side.

At the Supreme Court yesterday, in the action by Leung Kun Yau, alias Leung A Su, against the Hon. F. H. May, C.M.G., Captain Superintendent of Police, for damages of £100 (reduced to \$1,000 for purpose of jurisdiction) on the ground of the defendant's refusal to deliver to the plaintiff's solicitors, upon demand, a copy of the warrant whereunder the plaintiff was detained in the custody of the police pending banishment. His Honour T. Scercombe Smith gave judgment for the defendant, with costs. An application by Mr. Sharp, barrister-at-law, who represented the plaintiff, that no order for costs be made on the ground that the defendant by his action had brought about the whole trouble, will be heard in chamber at noon to-morrow. A full report of the judge's decision will appear in to-morrow's issue.

The Americans are still hot on the Filipino Malvar's trail, but have not yet got him, though they continually capture some of his men and officers.

L'Echo de Chine mentions with great regret the arrival of the news from Chinaman of the death there of Mgr. de Marchi, Franciscan bishop, who had passed his sixtieth year. His death was the result of the poignant grief he felt at the sufferings of his colleagues at the hands of the Boxers last year.

In connection with the robbery in Mrs. Ratcliffe's house at the Peak on the night of the military tattoo, the head boy disappeared the same night and has never been seen or heard of since. He is believed to be the thief. The chances of catching him now are remote, as it is safe to assume that he has made his way to Canton or some other part of Chinese territory. His booty is valued at \$1,000, and is principally made up of jewelry.

The following team has been selected to represent the Straits v. Hongkong and Shanghai in the forthcoming cricket matches to be played here between the 11th and 16th November. G. M. Billings, A. H. Bagnall, C. S. Anthony, G. M. Billings, Dr. Fox, C. Green, J. Hughes, A. L. Ingall, J. G. MacCaggan, R. M. McKenzie, H. W. Sharp, and A. B. Voules. It is stated that Messrs. A. B. Hubback, C. G. Glassford and E. T. Reid have not been included in the team, as they have notified their inability to play.

The Chief Justice of the British Consular Court, Shanghai, is coming to Tientsin, says the *China Times*, in September, to conduct any outstanding cases against British subjects, included in which will be the case against H. F. Piper, formerly of the N.C. Daily News, charged with robbery and obtaining £1,500 by means of threats and menaces, in company with three Americans and a Dane, at Chang-kok-chang, about 30 miles N.E. of Peking, on or about 25th June last. It will be remembered that the three Americans with whom Piper is alleged to have associated were tried recently by the American consul at Tientsin and are now fulfilling the sentence passed upon them.

A case of considerable interest and of importance to the residents in the British concession of Tientsin was heard at the Supreme Court on the 30th ult., when Mr. Buchan, a well-known and respected resident, was charged at the instance of the German military authorities with assault. The charge was that he "did on the 27th July last unlawfully assault a German orderly named Paul Burger by striking him with a fly-flap." The evidence showed that the German was cycling on the right-hand side, in face of all the traffic of the town. It was admitted, however, that Mr. Buchan (who was riding a restive pony) flicked Burger with the fly-whisk, constituting a technical assault, and a fine of \$3 including costs was imposed.

The death is reported from Shanghai of Captain A. M. Bisbee, whose name is very familiar here. The late Harbour Master of Shanghai was born at Plymton, Plymouth Co., Mass., on the 22nd October, 1841. He gained command at a very early age. In 1868, at the personal invitation of the Inspector-General, he joined the Imperial Maritime Customs as Divisional Inspector at Foochow. In 1877 he was transferred as Divisional Inspector to Shanghai and in 1888 under a new organization of the Marine Department he was appointed Coast Inspector. At one period he was in charge of the Engineering department and personally conducted the erection of more than one lighthouse. His latter career as Coast Inspector and Harbour Master is well known. During its course he frequently acted as marine surveyor, president of Courts of Enquiry, and acted as the assessor in the *Kingship-Grosvenor* case and many others, was Chinese delegate at the Washington Maritime Conference in 1889. These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much higher charges had to be paid; so that while the average cost of transport per head—officers, non-commissioned officers, and rank and file all included—is £150, and of a private 13½ roubles (£15). These sums would have been much higher had not the authorities been able to requisition the steamers of the Black Sea Volunteer Fleet for the carriage of a large fraction of the whole contingent. For the vessels which had to be hired to supplement these, much

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. on the 12th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 10th September, 1901. [2230]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 30th instant, they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th September, 1901. [2233]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PYRHUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 13th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 17th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th September, 1901. [15]

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLEBRO', LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE,"

Captain Bindloss, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, of Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TAMES & CO., Agents.

Hongkong, 10th September, 1901. [2315]

THE

ROBINSON

PIANO CO., LTD.

—

SOLE AGENTS IN CHINA FOR THE

CELEBRATED WASHBURN

MANDOLINES

BANJOS

GUITARS.

Hongkong, 6th September, 1901. [2053]

MAIL TABLES.

THE Card published at the Daily Press Office Contains:

English Mails, homeward and outward

French " "

German " "

Canadian " "

Parcel Post " "

Calendar for 1901 " "

That is more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office or the Booksellers.

ON SALE.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the

LADYSMITH RELIEF COLUMN."

Being a Lecture by CAPTAIN PERCY SCOTT,

E.N.C.B., and

CAPTAIN A. H. LIMBUS, R.N. (of H. M. S. "Terror")

The book is printed on art paper, and illustrated with coloured maps and sketches.

Prices ... \$1 and \$1.50

POLICE COURT.

Wednesday, 11th September.

BEFORE MR. HAZELAND.

SELLING HIS WIFE.

A Chinese, being in want of funds, sold his young wife, a girl about fifteen or sixteen years of age, to a brothel-keeper for one year, for the sum of \$180.

Mr. Rees appeared to defend second defendant, the brothel-keeper.

The wife stopped one month at the house of ill-fame, when, becoming dissatisfied, she left it, and wandered about the streets crying bitterly. A lascar saw her, questioned her, and brought her to the station, with the result that her husband and the woman who had bought her were arrested.

Mr. Rees thought the husband and wife acted in collusion to defraud his client of the \$180, and asked for a light sentence for her.

His Worship sentenced first defendant, the husband, to three months' and the second defendant to one month's hard labour.

DISORDERLY AND DESTRUCTIVE.

Harry Grover was charged with behaving in a disorderly manner in a coffee-shop at No. 439, Queen's Road West, and Henry Martin with destroying \$5 worth of property in the same place, belonging to the owner of the coffee-shop. First defendant was fined \$3 or eight days, second defendant \$3 or eight days, and \$5 compensation to the coffee-shop keeper, or an additional fourteen days' hard labour.

THEFT OF WATCH.

A Chinese robbed a watch and chain from Mr. Sykes, broker, and was given one month's hard labour.

The pawnbroker, Paul Kwa, who had accepted the watch in pledge, was ordered to return it, without being refunded the amount he advanced on the stolen article.

ATTEMPTED THEFT.

Won Ping Nam, a coolie, entered a certain cubicle at 37, Circular Path, at 3 a.m. on Tuesday morning, and attempted to walk away with a box of clothing and some trinkets.

Li Tai, a married woman, heard him, and cried out "Thief." Her husband awoke and went into the next cubicle, where he caught accused red-handed. As he grasped the latter by the queue, he pulled out a knife.

Defendant stated that he simply had pulled out the knife to cut his own queue, to enable him to escape.

BEFORE MR. KEMP.

DISOBEDIENCE AN ORDER OF BANISHMENT. Police Sergeant D. McMurdy, No. 50, brought Chan Kam before His Worship for disobeying an order of banishment.

NO LICENCE.

Chan Yan hawked crabs without a licence and was fined \$10, or three weeks.

CHAN KAM DID THE SAME THING AND GOT OFF WITH A FINE OF \$2, OR SEVEN DAYS.

ILLEGIT. OPIUM.

Pun Man Hin was found to be in possession of forty taels of prepared and thirty-five taels of gross opium.

He pleaded that it was all opium-farmer's opium, and that he had lost the certificate.

He was let off with a \$100 fine or one month's imprisonment.

Lin Hin had only one tael of prepared opium without a valid licence and was fined \$30, or six weeks' imprisonment.

SELLING VEHICLES WITHOUT A LICENCE.

There were three cases of coolies plying a licensed vehicle without a driver's licence.

THEY WERE FINED THE USUAL \$1, OR FOURTEEN DAYS.

SELLING LIQUOR AFTER HOURS.

Liu Kai In, of 221, Hollywood Road, a liquor dealer, was charged by Sergt. Watt, No. 22, with selling Chinese liquor, to wit sambu, after prohibited hours.

Defendant was fined \$50, or six weeks' hard labour.

REHEARING OF CASE.

Wo Ke, a contractor of No. 26, Cochrane Street, was recently tried and convicted of putting rubble between the walls of the house he is building, and was fined \$20.

Owing to a recent decision of His Worship in another case, where the defendant was charged by Mr. Crisp for a like offence and acquitted, Wo Ke, through Mr. Grist, applied for a rehearing, and the case came up yesterday afternoon.

His Worship, after rehearing the evidence, acquitted defendant, and ordered that the \$200 fine previously paid be remitted.

THEFT ON BOARD SHIP.

P. C. Pitt, No. 71, charged Lan Sam with the theft of a chain cable compressor from the s.s. Seetien. There were two others besides Lan Sam implicated, but they managed to clear off in their boat.

The three came alongside the steamer ostensibly to get cinders. They had picked up one compressor and put it in the boat unobserved. Not satisfied they went back to get another and were detected.

Yesterday morning Lan Sam was sentenced to three weeks' hard labour.

BRITISH OFFICERS AT CH'ANGSHA.

The N.C. Daily News publishes the following letter from a native correspondent at Ch'angsha, the provincial capital of Hunan:-

At about 8 o'clock on the evening of the 17th August, just about the time of the shutting of the city gates, it was reported to the Governor, the notoriously conservative Yu Lienshan, that a small British gunboat had arrived near the bunt, outside the West gate, and that the British officers on board had stated their desire to enter the city that same night. As it is the fashion now-a-days for the high provincial authorities throughout the country to show cordial welcome for obvious reasons to all foreigners who may call on them, the Governor and all those under him at once went out of the city to meet the British officers, who received a salute of several volleys from a battalion of troops that came as escort to the Governor.

To this the British gunboat returned a salute of eleven guns. The British officers then informed Ts'ai Mu, expectant Taotai and commissioner of the Human Bureau of Foreign Affairs, that they would call upon the city authorities when the former had entered Ch'angsha, wherupon Ts'ai Taotai at once invited the visitors to take up their quarters at his Bureau.

Green and blue official sedan-chairs were then provided to carry the guards into the city and upon arrival at the Bureau of Foreign Affairs Ts'ai Mu was informed that his visitors desired to see the Governor next day on important business. On the morning of the next day about 10 o'clock they were received by Governor Yu Lienshan, in his yamen, after which the three Principal Military Officers of Ch'angsha invited the British officers to an entertainment and also personally accompanied the latter to visit various points of interest outside Ch'angsha, celebrated in Chinese history and song. The day concluded with a parade of the local troops of all arms before the visitors.

LATE TELEGRAMS.

NEWS VIA CEYLON.

THE WAR IN SOUTH AFRICA.

London, 15th August.

THE NEW POLICY-PARLIAMENTARY DISCUSSION.

The waning session of the House of Commons was enlivened to-day by a vigorous tilt between Sir William Harcourt and Mr. Chamberlain, the Colonial Secretary, over Lord Kitchener's proclamation. Sir William characterised it as a "mischievous document, the inspiration of neither Lord Kitchener nor Lord Milner, but of the Ministry of Natal." He declared that the Government, in arming the natives, was reverting to a practice which had left the dark stain on the history of the war between England and America. The new policy of the Government promised to be neither creditable nor effective, and was in contradiction of the fundamental principles of St. Petersburg Convention. The country would welcome a statement on the status of War, on which they were spending £5,000,000 monthly, although it was decided on the last session.

THE GOVERNMENT REPLY.

New York, 17th August.

THE GOVERNMENT'S ATTITUDE.

The following cable message has been received by the Associated Press from Torres Cardoso, general secretary of President Castro, of Venezuela, in reply to a despatch addressed to the President on the status of War, on which they were spending £5,000,000 monthly, although it was decided on the last session.

THE GOVERNMENT'S ATTITUDE.

New York, 17th August.

THE GOVERNMENT'S ATTITUDE.

The following cable message has been received by the Associated Press from Torres Cardoso, general secretary of President Castro, of Venezuela, in reply to a despatch addressed to the President on the status of War, on which they were spending £5,000,000 monthly, although it was decided on the last session.

THE GOVERNMENT'S ATTITUDE.

New York, 17th August.

THE GOVERNMENT'S ATTITUDE.

The following cable message has been received by the Associated Press from Torres Cardoso, general secretary of President Castro, of Venezuela, in reply to a despatch addressed to the President on the status of War, on which they were spending £5,000,000 monthly, although it was decided on the last session.

THE GOVERNMENT'S ATTITUDE.

New York, 17th August.

THE GOVERNMENT'S ATTITUDE.

The following cable message has been received by the Associated Press from Torres Cardoso, general secretary of President Castro, of Venezuela, in reply to a despatch addressed to the President on the status of War, on which they were spending £5,000,000 monthly, although it was decided on the last session.

THE GOVERNMENT'S ATTITUDE.

New York, 17th August.

THE GOVERNMENT'S ATTITUDE.

The following cable message has been received by the Associated Press from Torres Cardoso, general secretary of President Castro, of Venezuela, in reply to a despatch addressed to the President on the status of War, on which they were spending £5,000,000 monthly, although it was decided on the last session.

THE GOVERNMENT'S ATTITUDE.

New York, 17th August.

THE GOVERNMENT'S ATTITUDE.

The following cable message has been received by the Associated Press from Torres Cardoso, general secretary of President Castro, of Venezuela, in reply to a despatch addressed to the President on the status of War, on which they were spending £5,000,000 monthly, although it was decided on the last session.

THE GOVERNMENT'S ATTITUDE.

New York, 17th August.

NEW ADVERTISEMENTS

WANTED Immediately—CLERK of WORKS for BUILDING at Wuchow. Apply by letter only, stating experience, salary required, and reference to W. HARRIS, Hongkong Hotel. Hongkong, 12th September, 1901. [2322]

FOR SALE.

GENTLEMAN'S CLEVELAND BICYCLE; ridden three months. \$60. HAMMOND, Care of Daily Press Office, Hongkong, 12th September, 1901. [2324]

PUBLIC AUCTION.

THIS Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 12th inst., at NOON, at their Sales Rooms, Ice House Street, 2 Cases of BLACK SICILIANS and 5 Cases SPANISH STRIPES. TERMS.—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 12th September, 1901. [2325]

PUBLIC AUCTION.

THIS Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY), the 13th inst., at 11 A.M., at their Sales Rooms, Ice House Street, 50 Cases of SCARLET COTTON BLANKETS and 80 Pairs FLOWERED BLANKETS.

A Quantity of MISCELLANEOUS GOODS. TERMS.—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 12th September, 1901. [2323]

PUBLIC AUCTION.

THIS Undersigned have received instructions from the Acting Captain Superintendent of Police to sell by Public Auction, on SATURDAY,

the 14th inst., at 11 A.M. at the Central Police Station.

A QUANTITY OF DAMAGED AND CONDEMNED STORES.

TERMS.—As usual.

HUGHES & HOUGH, Government Auctioneers. Hongkong, 12th September, 1901. [2324]

PUBLIC AUCTION.

THIS Undersigned has received instructions to sell by Public Auction, on SATURDAY,

the 14th September, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road Central.

GENTLEMEN'S SUIT LENGTHS, SOFT FRONTED SHIRTS for Winter, CRICKET and TENNIS SHIRTS, WOOLLEN SWEATERS, SINGLETS and SOCKS.

GENTLEMEN'S BOOTS and SHOES, LADIES' DRESS MATERIALS and CHILDREN'S DRESS-S.

BED QUILTS, BLANKETS, TOILET COVERS, LACE CURTAINS, SILK UMBRELLAS, HATS, &c., &c.

TERMS OF SALE.—As customary.

V. I. REMEDIOS.

Auctioneer. Hongkong, 12th September, 1901. [2327]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON" APCAR."

Captain E. Fey, will be despatched for the above ports on SUNDAY, the 15th inst., at DAYLIGHT.

For Freight or Passage, apply to DAVID SASSOUN, SONS & CO.

Agents. Hongkong, 12th September, 1901. [2310]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CARIANTHIA."

having arrived, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

The Vessel brings cargo—

From Trieste, ex s.s. Meteora.

Optional cargo will be discharged here, unless notice to the contrary be given immediately.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before noon, on the 15th September, or they will not be recognised.

No fire insurance has been effected, and any goods remaining in the Godowns after 18th September will be subject to rent.

Bills of lading will be countersigned by SANDER, WIELER & CO.

Agents. Hongkong, 11th September, 1901. [2206]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. 16

**A. LING & CO.,
FURNITURE STORE.**

PLATED GLASS & CROCKERY WARE. Also FOOCHOW LACQUERED WARE. FURNITURE ON HIRE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 1st May, 1901. [1145]

**AMERICAN SYSTEM
OF
DENTISTRY**

DENTISTE Y. NO. 39, QUEEN'S ROAD CENTRAL. CHADWICK KEW. (late of POATE & NOBLE). Hongkong, 15th September, 1899. [15]

PUBLIC COMPANIES

GREAT EASTERN AND CALEDONIAN GOLD MINING CO. LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a First and Final Dividend of 24 Cents per Preference Share will be paid. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon payment of the above Dividend will be made.

M. BENNECKE,
Liquidator.
Hongkong, 24th August, 1901. [2163]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO. LIMITED. IN LIQUIDATION.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICE, 14, DES VŒUX ROAD, on MONDAY, the 30th of September, 1901, at 12.30 o'clock, P.M. for the purpose of having an account and showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by EXTRAORDINARY RESOLUTION the manner in which the Balance, Accounts, Books, and Documents of the Company, and of the Liquidator thereof, shall be disposed of.

Hongkong, 29th August, 1901. M. BENNECKE.
Liquidator. [2221]

PERSEVERANCE LODGE OF HONG KONG, NO. 1,165.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, on MONDAY, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 9th September, 1901. [2292]

M. W. O. M. LANG'S ESTATE.

MR. W. O. M. LANG of the Imperial Maritime Customs, Swatow, having died on the 12th August, at Swatow, it is hereby requested that all sums due to the above Estate, and all claims against the same, should be sent to H. B. M. Consul at Swatow, on or before the 30th September, 1901.

Any claims against the above Estate received after the said date cannot be entertained.

W. HOLLAND, Consul Administering the Estate of the late Mr. Lang. Swatow, 7th September, 1901. [2300]

IMPEIAL BANK OF CHINA.

WANTED.

A N experienced man of business to act as COMPRODOR from next China New Year.

Full particulars can be obtained on application to the undersigned.

By Order of the Board of Directors. E. W. RUTTER, Manager. Hongkong, 31st July, 1901. [1922]

WANTED.

GOOD JOBBING COMPOSITORS.

Permanency for comp't at men.

Apply at Daily Press Office, Hongkong, 30th July, 1901. [1910]

COLD STORAGE.

THIE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

W. M. PARLANE, Manager. Hongkong, 17th February, 1899. [165]

THE WANCHAI STORING COMPANY.

A RE now prepared to receive Goods for Storage in their Godowns, situate on PRAYA EAST (late McGregor Barracks). Loading and Shipping of Cargoes is facilitated by means of the spacious strong Pier lately constructed in front of these Godowns.

Terms Moderate.

Apply to the SECRETARY on the premises. Hongkong, 10th August, 1901. [2033]

K WONG FUNG YUEN K TIMBER MERCHANTS.

No. 252, DES VŒUX ROAD WEST, HONGKONG. Have always on hand a Large Stock of the following Timber—

AMERICAN PINE and FIR, BANGKOK TEAKWOOD, HARDWOOD, &c., &c. (in Logs and Planks).

An Inspection respectively solicited. Hongkong, 5th September, 1901. [2282]

FOR SALE.

RURAL BUILDING LOT No. 1, situated upon MOUNT GOUGH, THE PEAK, together with the FOUR HOUSES standing thereon. The Owner is prepared to accept an offer for the whole lot, or to sell the houses separately, subject to the existing tenancies. Any portion of the purchase-money can remain on Mortgage at 8 per cent. per annum.

For detailed particulars apply to DENNYS & BOWLEY, Solicitors, Supreme Court House, Hongkong, 26th August, 1901. [2177]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS,

60 & 62, DES VŒUX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.I. MECHE. E.

E. O. MURPHY, WH. SC. A.M.I. MECHE. E. Hongkong, 4th January, 1901. [1]

NOTICE.

TO keep pace with the times, we have engaged an intelligent, experienced and well-educated Staff, thoroughly competent to converse in English and able to understand the requirements of our patrons more accurately than may hitherto have been the case; and thus we hope to save much valuable time and annoy to our Customers.

Telephone No. 268.

A. LING & CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARE.

Also FOOCHOW LACQUERED WARE.

FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL. Hongkong, 1st May, 1901. [1145]

AMERICAN SYSTEM OF DENTISTRY

DENTISTE Y. NO. 39, QUEEN'S ROAD CENTRAL. CHADWICK KEW.

(late of POATE & NOBLE).

Hongkong, 15th September, 1899. [15]

AUCTIONS

PUBLIC AUCTION.

THIS Undersigned has received instructions to sell by Public Auction, TO-DAY (THURSDAY),

the 12th SEPTEMBER, 1901, at 2.30 P.M., at No. 13, SEYMOUR TERRACE, for Account of the Estate of the late E. H. JOSEPH,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, comprising:

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, BLACKWOOD CABINET, EASEL and STOOLS, CHIFONIER, OVERMANTEL with BEVELLED GLASS, FINE BRASS FENDERS, MARBLE MANTLE CLOCKS, TAPESTRY and LACE CURTAINS, JAPANESE CLOISONNE VASES, ORNAMENTS, &c., &c.

TEAK SIDEBOARD, DINING TABLE, DINNER WAGONS, TEA and OCCASIONAL TABLES, CUTLERY, ELECTRO-PLATED, GLASS and CROCERY WARE &c., &c.

BATHROOM and PANTRY requisites;

1 COTTAGE PIANO by J. Brinsford and Son;

1 MILNER'S SAFE.

On View from Wednesday, the 11th Sept.

Catalogues will be issued.

TEEMS—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 6th September, 1901. [2279]

NOTICE OF FIRM

NOTICE.

WE have This Day Authorised Mr. HUNG MAK HOI 洪馬海翁 and Mr. CHOI PO SIEN 蔡寶善翁 to SIGN OUR NAME PER PROCURATION.

A CHEE & CO. Hongkong, 16th August, 1901. [2083]

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSSSEN & CO.

Hongkong, 26th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSSEN & CO., Agents.

Hongkong, 16th May, 1892. [30]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 185

TO LET.

TO LET.

NOS. 1 to 8, WILD DELI, WANCHAI ROAD.
Apply to—SANG KEE,
298, Des Vaux Road Central,
Hongkong, 16th August, 1901. [2084]

TO LET.

TWO ROOMS at No. 5, REDNAXELA TERRACE.
Apply to the—
OCCUPIER OF THE HOUSE.
Hongkong, 11th September, 1901. [2342]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.,
Hongkong, 17th July, 1901. [1790]

TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHESON STREET.
Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [2302]TO LET AT KOWLOON,
From 1st October.HOUSES Nos. 9 & 11, SALISBURY AVENUE, Furnished or Unfurnished.
Very healthy locality.
Apply to the—
OCCUPIERS OF THE HOUSES.
Hongkong, 10th September, 1901. [2305]

TO LET.

GODOWN, NO. 5A, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.,
Hongkong, 5th July, 1901. [1692]

TO BE LET.

HOUSE NO. 1, BEACONSFIELD ARCADE, facing Parade Ground.
OFFICES and ROOMS on 2nd Floor in Beaufort Arcade.
For particulars, apply to—
TURNER & CO.,
Hongkong, 7th September, 1901. [2286]

TO LET.

POSSESSION, AUGUST 1ST.

THE GODOWN in WEST POINT (Kennedy Town) known as Fether Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co. Ltd.
For particulars, apply to—
LAUTS, WEGENER & CO.,
Hongkong, 8th July, 1901. [1730]

TO LET.

"FERNSIDE," NO. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thoma's Grill Room,
Hongkong, 1st August, 1901. [1497]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.,
Hongkong, 4th September, 1901. [2251]

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 239, Des Vaux Road,
Hongkong, 9th July, 1901. [1733]

TO LET.

A HOUSE in RAPON TERRACE,
"THE RETREAT," MOUNT KELLETT.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.,
Hongkong, 13th July, 1901. [166]

TO LET.

OFFICE in QUEEN'S ROAD, No. 15, FIRST FLOOR, from the 1st October.
Apply to—
L. M.,
Care of Daily Press Office,
Hongkong, 2nd September, 1901. [2228]

TO LET.

NO. 26, WYNDHAM STREET.
Apply to—
C. E. DE CAVALHO,
Hongkong, 31st August, 1901. [1920]

TO LET.

1ST, 2ND and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & CO., now nearing completion. Suitable for Offices.
Apply to—
WING CHEONG,
Nos. 1 & 3, D'Aguilar Street,
Hongkong, 31st August, 1901. [2218]

BOARD AND RESIDENCE.

MRS. GILLANDER'S
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
9, Pedder's Hill,
Hongkong, 1st January, 1892. [178]QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE MONUMENTS.
DESIGNS & PRICES on APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [179]SIENTING
SURGEON DENTIST,
NO. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [121]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON,
Contractor; 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Assorted Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastern's Kodak Films and Accessories; 17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers; 40, Watson Building, Queen's Road. Also at Shanghai, Manila, Paris and Holland.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

MECHEUNG

Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchant, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchant, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware, Engine Tools, Brass and Iron Merchants; 144, Des Vaux Road.MORE & SEIMUND,
43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners Composition ("Greyhound Brand") and Blundell Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS," Importer of the Best Manila Cigars; 23 Pottinger Street.

WATCHMAKERS

DROZ & CO.,
16, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A. I. A.R.C. Scotts' and Engineering Code Used.DOCK No. 1 (at TATEGAMI).
Extreme Length 523 feet.
Length on Blocks 350 . . .
Width of Entrance on Top 89 . . .
Width of Entrance on Bottom 77 . . .
Water on Blocks at Spring Tide 26 . . .DOCK No. 2 (at MUKALIMA).
Extreme Length 371 feet.
Length on Blocks 350 . . .
Width of Entrance on Top 66 . . .
Width of Entrance on Bottom 53 . . .
Water on Blocks at Spring Tide 22 . . .PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a POWERFUL SAWAGE PLANT READY at SHORT NOTICE. [1560]

DAVID CORSAIR & SONS MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO. Sole Agents.

CARTRIDGES! CARTRIDGES!
JUST LANDED a NEW STOCK of ELEY'S and KYNOCH'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.20 BORE CARTRIDGES
16 " "
12 " "
10 " "
8 "

Wm. SCHMIDT & CO., Gunsmiths.

Hongkong, 3rd January, 1901. [121]

[ALL RIGHTS RESERVED]

SPORT AND ANECDOTE.

BY AN OLD FOYER.

THE ART OF FIELDING.

This is not intended to be a disquisition on the author of Tom Jones the Foundling. Therefore, the lover of literature who ponders on this title need not be deluded like the prize-fighter who insisted on purchasing The Mill on the Floss. No, my present purpose is to discourse upon fielding as necessarily part of the equipment of the good cricketer. When one looks on at a first-class match there is certainly a temptation to think that fielding is not a part of the game; it is not taken seriously. When we find Ranjitsinhji in his Jubilee Book of Cricket condemning the standard of fielding in England, and when we find a man like Mr. Jephson inditing an article for Wisden, in which he calls the fielders of today "little mounds of earth" or waxen figures in a third-rate tailor's shop, I suppose there is no denying the allegation that in both ground-work and catching we are not men for man so good as we ought to be, or so clever as our fathers were. But really if we stop to consider the situation, is it not astonishing that we have fielders or bowlers at all? Nowadays the majority of boys at our public schools and of men in our clubs divide cricket into two parts, batting and bowling. Nearly all want to be batsmen. Most dislike what is called the drudgery of bowling, but here and there we find one who has a natural love for the ball. Never have I yet met a cricketer who exalted fielding above both batting and bowling—and yet it is after all the very essence of the pastime. Apart from the distaste, innate and inherent apparently, which boys and men seem to have for fagging, there is no escaping from the fact that our present system of practice is all that the fielding of this era is shockingly bad.

There would hardly be a drawn match. Of course I am not so foolish as to think that a catch should never be missed. 'Tis human to err, and I notice that cricketers made most mistakes in May, when they were out of practice and when the keen east winds kept the hands so cold. But if we abolished all not practice and systematically studied fielding as the Australians do and as Marley Komp made the Oxford elevens of 1883 and 1884 do, we should soon see what a vast difference would be made.

THE WORDS OF WISE MEN.

A week or two ago I was enjoying a crack of conversation, as I always do, with Alfred Shaw, whom no man knows more of cricket. He had been standing umpire in a match and a famous amateur had made a brilliant score verging upon 200. But this same brilliant batsman should have been caught at short slip when he was 20. The man who lost those catches lost the match for his county. Said Alfred Shaw when the day's work was done: "There's a terrible lot of these catches missed now-a-days. They always used to say that a good-tempered man I was to captain Nottinghamshire. And maybe I was pretty even tempered, but my eyes, I should not have been if I had had to stand these fellows missing catches. We had very little of this sort of thing in my day. I tell you frankly I could not have stood it. I bowled for catches. I recognised that there were ten others besides myself that the man out. What would have been the use of my doing that sort of thing if they dropped the catches. Oh dear, oh dear, no, I could not have been good-tempered with such provoking blunders." Moreover Alfred Shaw suggested that the fielding was much worse now in respect than it used to be, and that the laxity was the curse of modern cricket.

The ex-captain of Lancashire, Mr. A. N. Hornby, now the president of the club, is equally severe. He hardly ever misses a day's cricket in the summer, and yet he will tell you that the fielding of this era is shockingly bad. I sometimes think that fielding is an inspiration. Let me give you an instance. A month or two ago Gloucestershire were playing Lancashire on the Spaground of the county town. Albert Ward was on the edge of the boundary, to prevent fours for the square ends of W. S. A. Brown, the old Loyalist. Now young Brown was sticking, time was ebbing away, and it looked as if the clock would chest Lancashire out of a victory. Albert Ward thought to himself—"Now I shall never catch anybody out here on the edge of the boundary from a cut. I will go in about 20 yards, on the off chance." Upon my word he had hardly covered these paces before Brown sent a ball in his direction, and Ward, who is a superb fieldman, flung himself with a dive at the ball, which he caught as he rolled over. This was an inspiration arising from thinking upon the probabilities of the game, and the catch undoubtedly enabled the Northern county to secure a victory. I feel that if I were to write for a week I could not really say all I want to impress upon those now playing and especially upon young cricketers, that fielding is after all a great art. I agree with Mr. Jessop, who in the Windsor Magazine the other week boldly declared that fielding was the most important branch of the game of cricket.

MAXWELL LONG.

It seems very unfortunate for this agreeable young Yankee that he cannot find his best running in England this summer. He has never yet been able to lower the colours of Peppin Wadsley over 400 yards. I may be wrong, but I have an idea that Wadsley is not in the same class if Long be the Long we saw last year. How, then, do we account for his present inferiority? It is generally said that he cannot get fit, and this may be so. But you know I have a theory that in all probability Maxey Long spun himself out last autumn in America, and that when he made his world's records he overtaxed himself. How often do we find that if a man accomplishes a great, a really wondrous feat, he never attains the same measure of success again, and that some of his muscles or some of his organs have lost their greatest elasticity. I do not say it is, but it may be Long's case, and I should be very sorry if it is so. I have a great respect for the American school of quarter-milers, for was not Myers the first man to show us how a quarter should be run from end to end, and the first, I believe, in this country to beat 5 seconds? We talk a great deal of Maxey Long, but whoever knew what Myers could do? As a matter of fact, Myers never met a man who could make him thoroughly extend himself. That is a fact.

London, 16th August, 1901.

LUST CHANCES.

The industrious statistician has been at work this summer, and he, a careful London journalist, has informed the world, that during May 1901 catches were missed in first-class cricket during June 174, and in July 170, or in other words 535 wickets were refused by the fielders.

The same calculating machine estimates on reasonable hypotheses that these mistakes cost the various sides concerned 15,386 runs. And yet we find learned critics gravely discussing the best possible plan to avoid drawn games, and we see old public schoolmen writing to The Field suggesting that we should raise the wicket three inches, that we should widen it two inches. There is no necessity to alter the time-honored implements of the game, if we only play cricket. Of course, if we cannot catch, then instead of altering the size of the stumps or narrowing the bat, I would humbly suggest that each fielder be provided with a nice little spring carpet-bag, which he may be allowed to open and so receive the ball, while his untrained hands cannot hold. I am quite enamoured of my carpet-bag suggestion and think it quite as sensible as altering the stumps, and many other silly suggestions that are made. If fielders will learn to field the present crisis in cricket is

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW,

Manager,

20, Des Vaux Road.

Hongkong, 18th December, 1900. [1483]

PIANOFTONE TUNING AND REPAIRING.

MR. E. A. BROWNE is prepared to undertake the above at reasonable rates.

TUNING \$3.50.

Address—
Care of DRAGON CYCLE STORE,
D'Aguilar Street.

Hongkong, 4th September, 1901. [2250]

JAPAN COALS
THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)HEAD OFFICE:—43 SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—44, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sorabha, Manila, Amoy, Shanghai, Hankow, Choofoo, Tientsin, Newchow, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kurio, Shimonesaki, Moji,

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *k.*, nearest Hongkong *h.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *k.w.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

DESTINATION
LONDON, &c., VIA PORTS OF CALL
LONDON
LIVERPOOL DIRECT
LIVERPOOL DIRECT
BREMEN, VIA PORTS OF CALL
MARSEILLE, LONDON & ANTWERP, V. SPORE, &c.
MARSEILLES, &c., VIA PORTS OF CALL
HAVRE, BREMEN & HAMBURG
HAVRE & HAMBURG
HAVRE, BREMEN & HAMBURG
HAVRE & HAMBURG
HAVRE & HAMBURG
HAVRE & HAMBURG
NEW YORK VIA SUEZ CANAL
NEW YORK VIA SUEZ CANAL
NEW YORK VIA PORTS & SUEZ CANAL
NEW YORK VIA SUEZ CANAL
NEW YORK VIA SUEZ CANAL
TRIESTE VIA SINGAPORE, &c.
VANCOUVER, VIA SHANGHAI, &c.
VANCOUVER VIA SHANGHAI, &c.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.
SAN FRANCISCO VIA SHANGHAI, &c.
SAN FRANCISCO VIA SHANGHAI, &c.
SAN DIEGO, &c., VIA MOJI, &c.
AUSTRALIAN PORTS
YOKOHAMA & KOBE
KOBE & YOKOHAMA
NAGASAKI, KOBE & YOKOHAMA
TIENTSIN
SHANGHAI
SHANGHAI
SHANGHAI
YOKOHAMA VIA SHANGHAI & KOBE
ANPING, VIA SWATOW & AMOY
FOOCHOW VIA SWATOW & AMOY
TAMSUI VIA SWATOW & AMOY
SWATOW, AMOY & FOOCHOW
SWATOW, AMOY & TAMSUI
MANILA
MANILA
ILIOILO & CEBU
BOMBAY, VIA SINGAPORE & COLOMBO
SINGAPORE, PENANG & CALCUTTA

SHIPPING.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above ports TO-DAY, the 12th inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LA PRAIK & CO., General Managers.

Hongkong, 10th September, 1901. [2309]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"CARINTHIA."

Captain Marochino, will leave for the above place TO-DAY, the 12th Sept., P.M. For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 29th August, 1901. [2208]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."

Captain Passmore, will be despatched for the above ports TO-MORROW, the 13th inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LA PRAIK & CO., General Managers.

Hongkong, 10th September, 1901. [2311]

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

11th September.

Anping, British str., for Canton.

Anping Maru, Japanese str., for Swatow.

Bisagno, Italian str., for Singapore.

China, German str., for Swatow.

Ditmarne, British str., for Manila.

Glenroy, British str., for Nagasaki.

Kutsong, British str., for Singapore.

Sidam, British str., for Swatow.

Thales, British str., for Swatow.

Tsurugami Maru, Japanese str., for Moji.

Woosung, British str., for Canton.

DEPARTURES.

10th September.

Haimun, British str., for Swatow.

Nevasa, British str., for Calcutta.

11th September.

Anping Maru, Japanese str., for Coast Ports.

Bennison, British str., for Yokohama.

Bisagno, Italian str., for Bombay.

Clara, German str., for Haiphong.

Diamant, British str., for Manila.

Feiching, British str., for Shanghai.

Glenroy, British str., for Nagasaki.

Kutsong, British str., for Singapore.

Loyal, German str., for Tielijan.

Munchen, German str., for Shanghai.

Taisang, British str., for Canton.

Taiyuan, British str., for Australia.

Yedo Maru, Japanese str., for Chefoo.

VEESSES IN DOCK.

11th September.

Kowloon Docks.—Canton River, Victoria,

George Valentine, Zafiro, Eclavo, Fer Hoo,

Kai-fong, H.M.S. Robin.

COSMOPOLITAN DOCK.—Loongnoon.

SHIPPING REPORTS.

The British steamer *Hong Bee*, from Singapore, 5th Sept., had fine weather throughout, with variable winds.

The British steamer *Sungkian*, from Cobu

7th September, had fine weather and smooth sea throughout the trip. On the 10th Sept. spoke

Loongnoon, from Hongkong for Manila.

SECTIONS.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
PARADETTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	E. & O. S. N. Co.	On 14th inst., at Noon.
IDOMENEUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 17th inst.
BOMBAY	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 21st inst.
AJAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	1st October.
PYRRHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	15th October.
CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	29th October.
NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	12th November.
MACHAOON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	26th November.
ORESTES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	15th inst.
ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	15th October.
DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	18th November.
PRINZ HEINRICH	Ger. str.	2 m.	R. Heintze	NIPPON YUSEN KAISHA	23rd inst.
TAMIA MARU	Jap. str.	2 m.	J. W. Vale	MESSENGERS MARITIMES	2nd October.
INDUS	Fren. str.	2 m.	Duchateau	HAMBURG-AMERIKA LINIE	2nd October.
ANDALUSIA	Brit. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	30th October.
ABARIA	Brit. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	13th November.
KOENIGSBURG	Brit. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	27th November.
BAMBURG	Brit. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	11th December.
SEGOVIA	Brit. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	25th December.
MARBURG	Brit. str.	2 m.	von Biener	HAMBURG-AMERIKA LINIE	2nd Jan., 1902.
ATAKA	Brit. str.	2 m.		SHEWAN, TOME & CO.	22nd Jan., 1902.
ARAGONIA	Amr. ship.	2 m.	Forst	TOYO KISEN KAISHA	2nd Feb., 1902.
L. SCHEFF	Brit. str.	2 m.	Kendall	CARLOWITZ & CO.	19th Feb., 1902.
MOGUL	Longship	1 m.	Moore	DODWELL & CO., LIMITED	5th Mar., 1902.
LONGSHIPS	Amr. ship.	1 m.		JARDINE, MATHERSON & CO.	ON WEDNESDAY, the 18th day of September, 1901, at NOON, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
MANUEL LLAGUNO	Amr. ship.	1 m.		SHIPPING Orders will be granted till NOON on MONDAY, the 16th September, Cargo and Speech will be received on Board until 5 P.M. on TUESDAY, the 17th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 17th September.	
GLENGLY	Aus. str.	1 m.		Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.	
CHINA	Aus. str.	1 m.		The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.	
EMPERES OF JAPAN	Brit. str.	2 m.	T. Darkes		
TARTAR	Brit. str.	2 m.	Leva		
OLYMPIA	Brit. str.	2 m.	E. Boetham, R.N.R.		
RIJOUN MARU	Jap. str.	2 m.	J. Trusbridge		
TEENKAI	Brit. str.	2 m.	O. Ohno		
AMERICA MARU	Jap. str.	2 m.	H. C. Harris		
CITY OF PEKING	Brit. str.	2 m.			
CARLISLE CITY	Brit. str.	2 m.			
ROSETTA MARU	Jap. str.	2 m.			
AIRIE	Brit. str.	2 m.			
CHINGTU	Brit. str.	2 m.			
TRISTEE	Brit. str.	2 m.			
AWA MARU	Jap. str.	2 m.			
INABA MARU	Jap. str.	2 m.			
RADNOBISHIRE	Brit. str.	2 m.			
YAWATA MARU	Jap. str.	2 m.			
KWEIYANG	Brit. str.	2 m.			
CARINTHIA	Brit. str.	2 m.			
FLANDRIA	Brit. str.	2 m.			
WOOSUNG	Brit. str.	2 m.			
PALAWAN	Brit. str.	2 m.			
WHAMPA	Brit. str.	2 m.			
MAIDZUER MARU	Jap. str.	1 m.			
ANPING MARU	Jap. str.	1 m.			
DAIJIN MARU	Jap. str.	1 m.			
THALES	Brit. str.	2 h.			
HAIMUN	Brit. str.	2 m.			
YUENSANG	Brit. str.	2 m.			
SUNGKIAN	Brit. str.	2 m.			
KAIFONG	Jap				

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	OUTWARDS.	DUE
GLASGOW and LIVERPOOL	"ULYSSES"	On 12th September.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 19th September.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 26th September.	
GLASGOW and LIVERPOOL	"NESTOR"	On 1st October.	
GLASGOW and LIVERPOOL	"LAERTES"	On 9th October.	

FOR	STEAMERS	TO SAIL	
LONDON	"IDOMENUS"	On 17th September.	
LONDON	"AJAX"	On 1st October.	
LONDON	"PYERHUS"	On 15th October.	
LONDON	"CALCHAS"	On 29th October.	
LONDON	"NESTOR"	On 12th November.	
LONDON	"MACHAON"	On 26th November.	

LIVERPOOL DIRECT	"ORESTES"	On 15th September.
(Taking Cargo at London Rates)	"ULYSSES"	On 15th October.
(Taking Cargo at London Rates)	"DARDANUS"	On 15th November.
(Taking Cargo at London Rates)	The S.S. "ULYSSES" left Singapore on the 7th instant, a.m., and is due in Hongkong on the 12th instant.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

Hongkong, 7th September, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL	
ILIGO & CEBU	"KAIPONG"	On 14th September.	
YOKOHAMA	"CHINGTU"	On 15th September.	
SHANGHAI	"WOOSUNG"	On 16th September.	
MANILA	"SUNGKIANG"	On 18th September.	
SHANGHAI	"WHAMPOA"	On 20th September.	
TIENTSIN	"KWEIYANG"	On 22nd September.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th September, 1901.

SHEWAN TOME'S & CO'S NEW YORK
LINE.FOR NEW YORK VIA SUEZ CANAL
THE Steamship

"ATAKA" will be despatched for the above port on or about 13th September.

To be followed by the Steamship

"ANAPA" about 15th October, 1901.

For Freight, apply to

SHEWAN TOME'S & CO.,
Agents.

Hongkong, 16th August, 1901. [2063]

FOR NEW YORK VIA SUEZ CANAL

THE H. A. L. Steamship

"ARAGONIA" will be ready to receive cargo for the above port on FRIDAY, the 13th inst., and will be despatched on the 15th inst., A.M.

For further particulars, apply to

HAMBURG-AMERIKAN LINIE,

Hongkong Office, Queen's Buildings No. 1.

Hongkong, 7th September, 1901. [2284]

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR TAMSWI VIA SWATOW AND
AMOY.

THE Company's Steamship

"DALIN MARU" Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 15th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 9th September, 1901. [17]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"LONGSHIPS," Captain Moon, will be despatched as above on about 15th October.

For Passage, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 11th September, 1901. [2319]

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
MOGUL" ... On 21st September.

SATSUMA" ... On 26th October.

KURDISTAN" ... On 26th October.

LENNON" ... For Freight and further information, apply to DODDWEELL & CO., LTD., Agents.

Hongkong, 9th September, 1901. [1738]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO'S LINES.

THE Steamship

"TEENKAI" 4,642 tons, Commander H. C. Harris, is due here on 24th instant, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 14th September, 1901. [2217]

"OLEY" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"GLENGYLE" Captain T. Derke, will be despatched as above on SATURDAY, the 23rd September.

For Freight or Passage, apply to

McGREGOR BROS. & CO.

Hongkong, 28th August, 1901. [2196]

"TRIESTE"

Captain Mitsi, will leave for the above places on TUESDAY, the 17th September, P.M.

For Freight or Passage, apply to

SANDEE, WIELER & CO., Agents.

Hongkong, 25th August, 1901. [2197]

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S. S. CO. OCCIDENTAL & ORIENTAL S. S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at NOON.
"GAELIC"	WEDNESDAY, 2nd October, at NOON.
"CHINA"	SATURDAY, 19th October, at NOON.
"DORIC"	TUESDAY, 29th October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA, LIMITED.

FOE ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sudzuki, will be despatched for the above ports on WEDNESDAY, the 18th September.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th September, 1901. [18]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd September, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLE via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 22nd instant. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

P. DE CHAMPION, Acting Agent.

Hongkong, 11th September, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th September, 1901. [19]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain S. Atsumi, will be despatched for the above ports on THURSDAY, the 3rd October, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Parramatta*, will close at 3 p.m. to-morrow. The *Palace*, with the English Mail of the 16th ult., left Singapore on Sunday, the 8th inst., at 8 a.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on the 13th July.

The City of Peking, with the American Mail of the 21st ult., left Yokohama on Sunday, the 8th inst., at daylight, and may be expected here on or about Monday, the 17th inst.

MAILS WILL CLOSE.

FOR PEKING.

DAY AND HOUR.

Canton	Hankow	Thursday, 12th, 7.30 A.M.
Swatow and Bangkok	Macassar	Thursday, 12th, 9.00 A.M.
Swatow, Singapore and Bangkok	P. C. Kao	Thursday, 12th, 9.05 A.M.
Swatow, Amoy and Foochow	Thales	Thursday, 12th, 9.05 A.M.
Tamsui	Sabine Richemont	Thursday, 12th, 11.00 A.M.
Swatow	China	Thursday, 12th, 11.00 A.M.
Moji, Kobe, Yokohama, and Portland	Indraselli	Thursday, 12th, 1.15 P.M.
Macau	Hengshan	Thursday, 12th, 3.00 P.M.
Kumchuk and Shantung	Tangkooy	Thursday, 12th, 4.00 P.M.
Choofo	Hino Maru	Thursday, 12th, 5.00 P.M.
Haiphong	Jacob Diederichsen	Thursday, 13th, 5.00 P.M.
Canton	Foncar	Friday, 13th, 9.00 A.M.
Swatow, Amoy and Tamsui	Haiman	Friday, 13th, 9.00 P.M.
Shanghai	Flandria	Friday, 13th, 9.00 P.M.
Nagasaki, Kobe and Yokohama	Rutherford	Friday, 13th, 9.00 P.M.
Singapore, Sourabaya and Samarang	Fusang	Friday, 13th, 9.00 P.M.
Manila	Yuenwang	Saturday, 14th, 9.00 A.M.

EUROPE, &c., India via Tuticorin.....
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents.)

Extra postage 10 cents.)

Iloilo and Cebu.....

Singapore, Penang and Calcutta.....

Yokohama.....

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle.....

Moji, Kobe, Yokohama, San Diego and San Francisco.....

Shanghai.....

Manila.....

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.....

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

EUROPE, &c., India via Tuticorin.....

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Shanghai.....

Tientsin.....

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

EUROPE, &c., India via Tuticorin.....

(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Prinz Heinrich.....

Whampoa.....

Wooong Sungkhang.....

America Maru.....

Empress of Japan.....

Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 4th inst.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver at 11.30 p.m. on the 9th inst. for Hongkong via usual ports.

MERCHANT STEAMERS.

The O.S.S. steamer *Ulysses* left Singapore on the 7th inst., a.m., and is due in Hongkong on the 12th inst.

The C. & O. steamer *Carlisle City*, from San Diego and Japan, left Vladivostock on the 6th inst., a.m., and is due in Hongkong about the 13th inst.

The A.L. steamer *China* left Moji for this port on the 9th inst., a.m.

The steamer *Richmond Castle* from New York, left Singapore for Hongkong via Manila on the 7th inst.

The P.M. steamer *Algoa* arrived at Manilas on the 2nd inst.

The C.M. steamer *Tenakai*, from Glasgow and Liverpool, passed the Canal on the 30th inst., and may be considered due at Singapore on or about the 18th inst.

The N.P. steamer *Queen Adelaide*, sailed from Tacoma for Hongkong via Japan and Dally on the 19th inst.

The N.P. steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 24th ult.

The P. & A. steamer *Indrapura* left Portland (Or) for this port via Japan ports on the 28th ult.

The steamer *Oriyase*, left New York on the 21st ult. for Straits, Hongkong, China and Japan.

STEAMERS PASSED THE CANAL.

OUTWARD.—Aug. 9th.—*Langkawi*, *Innertake*, 16th—*Pulauan*, *Ulysses*, 20th—*Mariannae*, *Malaya*, *Kheron*, 3rd—*Ceylon*, *Agamemnon*, 27th—*Bentley*, *Olimpo*, *Antria*, *Hamburg*, 30th—*Inca*, *Maru*, *Calchas*, *Anapa*, *Tenakai*, *Dresden*, 3rd Sept.—*Laos*, *Guan-diana*, *Maryus*, *Margherita*, *Bacchus*, 6th—*Satsuma*, *Socotra*, *Herniston*, *Prima*.

HOMEWARD.—Aug. 30th.—*Wurzburg*, 3rd Sept.—*Shanghai*, 6th—*Stuttgart*.

ARRIVALS AT HOME.—6th Sept.—*Alecinous*, *Glaucus*, *Leiron*.

PASSENGERS ARRIVED.

Per *Wooong*, from Shanghai, &c., Mr. Kay.

Per *Curiandha*, from Trieste for Shanghai, Misses Mayne (two).

For *Empress of Japan*, from Vancouver, Captain Radcliffe, Messrs. F. Beckford and P. Gendron, from Yokohama, Mrs. E. S. Bass, Madame de Micheaux, Mrs. Hagen and three children, Mrs. Pope, Rev. and Mrs. Southam, Miss Gray, Miss Makar, Mr. and Miss Lyon, Messrs. W. F. McLaughlin, Capt. L. Smith and Van Nierop, from Kobe, Mr. Vereshchayev, from Nagasaki, Capt. Innes, from Shanghai, Dr. and Grace.

PERSIAN LINE QUALITY \$830 to —

Persian extra fine— to —

Patna New—\$825 to — per chest.

Patna Old—\$875 to —

Bonares New—\$810 to —

Bonares Old—\$845 to —

VEESELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Palace* left Singapore for this port on the 8th inst., at 8 a.m., with the outward English mails, and is due here to-morrow, at about 8 a.m.

THE INDIAN MAIL.

The Indo-China steamer *Chelydra*, from Calcutta and the Straits, left Singapore for this port on the 8th inst.

THE GERMAN MAIL.

The Imperial German Mail steamer *Hannover*, carrying the German mails, with dates from Berlin of the 19th ult., left Colombo on the 7th inst., a.m., and may be expected here on or about the 17th inst.

THE AMERICAN MAIL.

The P.M. steamer *City of Peking*, with mails, &c., from San Francisco to the 21st ult., via Honolulu, has arrived at Yokohama, and left for this port on the 8th inst., a.m., via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Cecile*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 27th ult.

The T.K.K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via

OPTIMUM.

11th September.

Quotations are— Allowance net to 1 catty.

Malwa New—\$860 to \$870 per picul.

Malwa Old—\$890 to \$900

Malwa Older—\$900 to \$920

P. P. pur-wrapped—\$800 to —

Persian line quality \$830 to —

Persian extra fine— to —

Patna New—\$825 to — per chest.

Patna Old—\$875 to —

Bonares New—\$810 to —

Bonares Old—\$845 to —

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

JOINT STOCK SHARES.

HONGKONG, 7th September.

STOCKS.	NO. OF SHAR.	ISSUE V'LU.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.	80,000	\$125	\$125	30/- div. = \$15.30 for half year ended 30/6/01	London 201. 6s. 7d.
Hongkong and Shanghai Banking Corporation					
Bank of China & Japan, Ltd.	199,575	\$8	\$4	None	Tokyo 29.75
Do. Deferred	1,250	\$1	\$1	25.6s.	Kochi 29.75
National Bank of China, Ltd.	10,070 A	\$10	\$8	3/13 for 1899	Nagasaki 29.75
Do. Founders' Shares	29,955 B	\$10	\$8	3/14 at 2/1 = \$1.50 for 1899	Kagoshima 29.75
	150,000	\$1	\$1	None	Taihoku 28.85
MARINE INSURANCES.					Taichu 29.75
Union Ins. Society, Ltd.	10,000	\$250	\$40	40 p. ct. = \$20 for 1899	Taiwan 29.75
China Traders Co., Ltd.	24,000	\$85.35	\$25	10 p. ct. for yr. end 30/6/01	Macau 29.75
North China Ins. Co., Ltd.	5,000	\$100	\$25	3 p. ct. = \$1.50 for 1899	Pescadores 29.75
China Fire Ins. Co., Ltd.	8,000	\$100	\$30	32 p. ct. for 1899	Gutzahl 29.75
China Assurance Co., Ltd.	10,000	\$250	\$30	32 p. ct. for 1899	Shan-tze Peak 29.75
Strata Insurance Co., Ltd.	30,000	\$100	\$20	5 p. cont. for 1895	Anay 29.36
					Swatow 29.75
FIRE INSURANCES.					Canton 29.75
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$60	24 p. for 1899	Hongkong 29.75
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	24 p. for 1899	Victoria Park 29.75
					Gap Rock 29.75
SHIPPING.					Macau 29.75
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	4.50 for half year ended 30/6/01	Pescadores 29.75
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	Fin. of 6 p. c. making in all p. c. e. = \$1.50 for 1899	Gutzahl 29.75
					Shan-tze Peak 29.75
China & Manila's S. S. Co., Ltd.	14,000	\$50	\$50	5 p. per new share = \$10 for 1899	Anay 29.36
					Swatow 29.75
REFINERIES.					C